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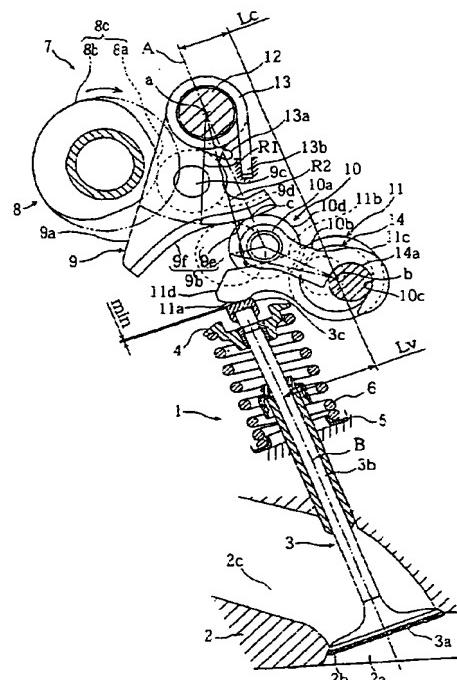
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(54) DISPOSITIF D'ENTRAINEMENT DE SOUPAPE DE MOTEUR
(54) VALVE TRAIN DEVICE FOR ENGINE

(57)

An engine valve driver adapted to openingly and closingly drive a valve that opens and closes the valve opening in a combustion chamber by rocking a rocker arm (11) rockably supported by a rocker shaft (14), comprising a rocking member (9) driven for rocking by a rockably disposed drive means, an intermediate rocker member (10) disposed between a rocking cam surface (9b) formed on the rocking member (9) and a rocker pressing surface (11b) formed on the rocker arm (11) and adapted to transmit the motion of the rocking cam surface (9b) to the rocker pressing surface (11b), and an intermediate rocker moving mechanism for moving a point of contact between the rocking cam surface (9b) of the intermediate rocker member (10) and the rocker pressing surface (11b) by turning the rocker shaft (14), thereby making it possible to continuously adjust the valve opening period and the amount of lift.





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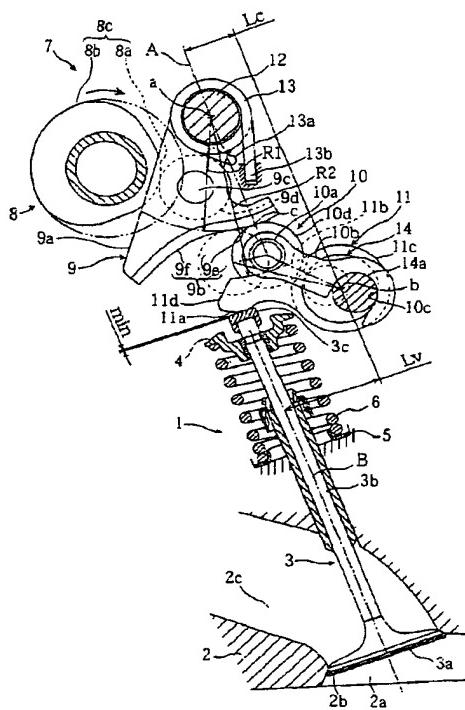
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(54) Titre : DISPOSITIF D'ENTRAINEMENT DE SOUPAPE DE MOTEUR
(54) Title: ENGINE VALVE DRIVER



(57) Abrégé/Abstract:

An engine valve driver adapted to openingly and closingly drive a valve that opens and closes the valve opening in a combustion chamber by rocking a rocker arm (11) rockably supported by a rocker shaft (14), comprising a rocking member (9) driven for

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(57) Abrégé(suite)/Abstract(continued):

rocking by a rockably disposed drive means, an intermediate rocker member (10) disposed between a rocking cam surface (9b) formed on the rocking member (9) and a rocker pressing surface (11b) formed on the rocker arm (11) and adapted to transmit the motion of the rocking cam surface (9b) to the rocker pressing surface (11b), and an intermediate rocker moving mechanism for moving a point of contact between the rocking cam surface (9b) of the intermediate rocker member (10) and the rocker pressing surface (11b) by turning the rocker shaft (14), thereby making it possible to continuously adjust the valve opening period and the amount of lift.

Abstract

A valve train device for an engine adapted to swing a rocker arm 11 swingably supported on a rocker shaft 14 to drive a valve which opens and closes a valve opening formed in a combustion chamber, the device comprising: a swing member 9 swingably disposed and driven to swing by driving means; an intermediate rocker member 10 provided between a swing cam surface 9b formed on the swing member 9 and a pressurized rocker face 11b formed on the rocker arm 11, for transmitting the movement of the swing cam surface 9b to the pressurized rocker face 11b; and a intermediate rocker moving mechanism for causing the rocker shaft 14 to rotate to move contact points of the intermediate rocker member 10 with the swing cam surface 9b and the pressurized rocker face 11b, whereby valve opening duration and the amount of valve lift can be continuously controlled.

Specification

VALVE TRAIN DEVICE FOR ENGINE

Technical Field

The present invention relates to a valve train device for an engine capable of continuously controlling valve opening duration and the amount of valve lift.

Background Art

A valve train device for an engine capable of continuously controlling valve opening duration and the amount of valve lift has been practically used. Such conventional valve train device is disclosed in JP-A-Sho 59-500002, for example. This valve train device is configured to cause a camshaft to drive an intake valve to open and close through a rocker arm, in a way such that a swing member driven to swing by the camshaft is provided, and a intermediate rocker roller is interposed between a swing cam surface of the swing member and the rocker arm. Changing the position of the intermediate rocker roller causes the valve opening duration and the amount of valve lift to continuously change.

Meanwhile, when the configuration of changing the position of the intermediate rocker roller is used as in the conventional valve train device, the overall structure of the device becomes complex depending on the structure of a mechanism for moving the intermediate rocker roller, resulting in a concern that good control accuracy of valve characteristics is not obtained.

In view of the foregoing, it is, therefore, an object of the present invention to provide a valve train device for an engine capable of continuously changing valve opening duration and the amount of valve lift with a simple structure.

Disclosure of the Invention

The invention of Claim 1 is characterized by a valve train device for an engine adapted to swing a rocker arm swingably supported on a rocker shaft to drive a valve which opens and closes a valve

opening formed in a combustion chamber, the device comprising: a swing member swingably disposed and driven to swing by driving means; a intermediate rocker member provided between a swing cam surface formed on the swing member and a pressurized rocker face formed on the rocker arm, for transmitting the movement of the swing cam surface to the pressurized rocker face; and a intermediate rocker moving mechanism for causing the rocker shaft to rotate to move contact points of the intermediate rocker member with the swing cam surface and the pressurized rocker face, whereby valve opening duration and the amount of valve lift can be continuously controlled.

The invention of Claim 2 is characterized by the valve train device for an engine according to Claim 1, in which the intermediate rocker member has a intermediate rocker roller provided at the front end of a intermediate arm portion through a intermediate rocker pin, the intermediate rocker roller is depressed by the swing cam surface, and the intermediate rocker pin depresses the pressurized rocker face directly or through the intermediate arm portion, and in which the intermediate rocker moving mechanism is configured such that the rocker shaft in the midsection has an eccentric pin portion formed to be decentered from the rocker shaft, the eccentric pin portion being connected to the swingable rear end of the intermediate arm portion.

The invention of Claim 3 is characterized by the valve train device for an engine according to Claim 2, in which the driving means is a camshaft disposed opposite the rocker shaft of the rocker arm with respect to the swing member, in which the swing cam surface is made up of a base circle portion and a lift portion connected together, the base circle portion being adapted not to change the amount of valve lift when the swing member changes in swing angle, and the lift portion being adapted to increase the amount of valve lift with the increase of the swing angle of the swing member, and the base circle portion is disposed to be positioned on the rocker shaft side, and in which the valve opening duration and the maximum amount of valve lift decrease as the intermediate rocker roller and the intermediate rocker pin are moved toward the rocker shaft,

while the valve opening duration and the maximum amount of valve lift increase as the intermediate rocker roller and the intermediate rocker pin are moved opposite the rocker shaft.

The invention of Claim 4 is characterized by the valve train device for an engine according to Claim 2, in which the driving means is a camshaft disposed on the same side as the rocker shaft of the rocker arm with respect to the swing member, in which the swing cam surface is made up of a base circle portion and a lift portion connected together, the base circle portion being adapted not to change the amount of valve lift when the swing member changes in swing angle, and the lift portion being adapted to increase the amount of valve lift with the increase of the swing angle of the swing member, and the lift portion is disposed to be positioned on the rocker shaft side, and in which the valve opening duration and the maximum amount of valve lift decrease as the intermediate rocker roller and the intermediate rocker pin are moved opposite the rocker shaft, while the valve opening duration and the maximum amount of valve lift increase as the intermediate rocker roller and the intermediate rocker pin are moved toward the rocker shaft.

The invention of Claim 5 is characterized by the valve train device for an engine according to Claim 3 or 4, in which a swing roller to be depressed by the camshaft is provided in the space enclosed by straight lines which connect the center of swing of the swing member and the ends of the swing cam surface, and the swing cam surface.

The invention of Claim 6 is characterized by the valve train device for an engine according to any of Claims 3 through 5, comprising a balance spring for rotatably urging the swing member in the direction that restricts the weight of the swing member from working on a valve spring for urging the valve in a closed state.

The invention of Claim 6 is characterized by the valve train device for an engine according to any of Claims 3 through 5, in which the camshaft is a crankshaft-type integral component of a drive shaft and a disk-like cam plate decentered from the drive shaft, and in which the cam plate is connected to a rotatable end

of a connecting rod, and the other end of the connecting rod is rotatably connected to the swing member.

Brief Description of Drawings

Fig. 1 is a sectional side view of a valve train device for an engine according to a first embodiment of the present invention.

Fig. 2 is a sectional side view of the device of the above first embodiment.

Fig. 3 is a front perspective view of the device of the above first embodiment.

Fig. 4 is a front view of the device of the above first embodiment.

Fig. 5 is a cam angles versus lift characteristics graph of the device of the above first embodiment.

Fig. 6 is a sectional side view of a device according to a second embodiment of the present invention.

Fig. 7 is a sectional side view of the device of the above second embodiment.

Fig. 8 is a sectional side view of a device according to a third embodiment of the present invention.

Fig. 9 is a sectional side view of the device of the above third embodiment.

Fig. 10 is a front perspective view of a device according to a fourth embodiment of the present invention.

Fig. 11 is a front view of the device of the above fourth embodiment.

Fig. 12 is a sectional side view of a device according to a fifth embodiment of the present invention.

Best Mode for Carrying Out the Invention

An embodiment of the present invention will be described below with reference to the accompanying drawings.

Figs. 1 through 5 are explanatory drawings of a first embodiment of the present invention, in which Figs. 1 and 2 are sectional side views, showing an intake valve of a valve train device for an engine according to this embodiment in a small opening state and in a large opening state, respectively, Figs. 3 and 4 are a front perspective

and a side view of the valve train device, and Fig. 5 is a cam angles versus lift characteristics graph for explaining operation.

In Fig. 1, reference numeral 1 denotes a valve device for opening and closing valve openings formed in a combustion chamber, which has the following configuration. In this embodiment, only a portion at the intake valve side is shown. A cylinder head 2 has a combustion recess 2a formed to configure a portion of the combustion chamber of the engine at the ceiling wall side. The combustion recess 2a is formed with left and right intake valve openings 2b. Each intake valve opening 2b is connected to an intake port 2c and leads to an opening formed on an engine wall and connected to the outside. Each intake valve opening 2b is opened and closed through a valve head 3a of an intake valve 3. The intake valve 3 is constantly urged in the direction to be closed by a valve spring 6 which is interposed between a retainer 4 mounted on the upper end of a valve stem 3b of the intake valve 3 not to be axially movable and a spring seat 5 placed on the surface of the cylinder head 2.

A valve train device 7 is provided above the intake valve 3 and configured such that: an intake camshaft 8 which serves as swing member driving means causes a swing member 9 to swing, the swing member 9 causes a rocker arm 11 to swing through an intermediate rocker 10, and the swing of the rocker arm 11 causes the intake valve 3 to proceed and retract in the axial direction, and thus the intake valve opening 2b is opened and closed.

The intake camshaft 8 is arranged in parallel with a crankshaft (not shown) and supported to be rotatable and not to be movable in the direction perpendicular to the intake camshaft and in the axial direction through a cam journal portion formed on the cylinder head 2 and a cam cap provided on an upper mating face of the journal portion. The intake camshaft 8 is formed with a single cam nose 8c common to the left and right intake valves, including a base circle portion 8a having a specified diameter, and a lift portion 8b having a specified cam profile.

The swing member 9 has a pair of swing arm portions 9a, 9a, a swing cam surface 9b, a roller shaft 9c, and a swing roller 9d. The pair of swing arm portions 9a, 9a is supported for free swinging

movement by a swing shaft 12 arranged in parallel with the intake camshaft 8 not to be movable in the direction perpendicular to the swing shaft and in the axial direction. The swing cam surface 9b is formed to connect the front ends (lower ends) of the swing arm portions 9a. The roller shaft 9c is arranged in parallel with the swing shaft 12 and in the midsection between the left and right swing arm portions 9a, 9a to pass therethrough. The swing roller 9d is rotatably supported on the roller shaft 9c. The swing roller 9d is constantly in rotational contact with the cam nose 8c.

The swing shaft 12 is inserted through the base (upper ends) of the swing arm portions 9a for free swinging movement. The swing shaft 12 is provided with a pair of left and right balance springs 13 as coil springs. Each balance spring 13 has an end 13a retained by the edge, opposite the camshaft, of the swing arm portion 9a between the swing shaft 12 and the roller shaft 9c, and the other end 13b of each balance spring is retained by the cylinder head 2. The balance spring 13 urges the swing member 9 so that the swing roller 9d of the swing member 9 is in contact with the cam nose 8c of the intake camshaft 8, thereby preventing the weight of the swing member 9 from working on the valve spring 6.

The swing cam surface 9b has a base circle portion 9e and a lift portion 9f formed together in a curved manner to have a connected surface and has generally a plate-like shape. The swing member 9 is provided so that the base circle portion 9e is positioned nearer to a rocker shaft 14 and the lift portion 9f is positioned opposite the rocker shaft 14. The base circle portion 9e has an arcuate shape of a radius R1 centered on the axis of the swing shaft 12 as the center of swing (a). Thus, while the base circle portion 9e depresses the swing roller 9d, the intake valve 3 is placed at a fully closed position and not lifted even if the swing member 9 increases in swing angle.

Meanwhile, the lift portion 9f lifts the intake valve 3 greatly as the lift portion 8b of the intake camshaft 8 at the portion close to the top depresses the swing roller 9d, that is, as the swing member 9 increases in swing angle. In this embodiment, the lift

portion 9f includes a ramp zone which gives a constant speed, an acceleration zone which gives a varied speed, and a lift zone which gives generally a constant speed.

The rocker arm 11 is an integral component of a cylindrical base 11c, and left and right arm portions 11d extending forward (toward the intake valves) from the base 11c. The base 11c is supported for free swinging movement by the rocker shaft 14 arranged in parallel with the intake camshaft 8 and close to the axis of a cylinder. Each arm portion 11d at the lower front end has a valve depressing surface 11a formed to depress a shim 3c provided on the upper end of the valve stem 3b of the intake valve 3. The upper edge of each arm portion 11d is formed with a pressurized rocker face 11b which is depressed by a rocker pin 10a of the intermediate rocker 10. The pressurized rocker face 11b is formed in an arcuate shape of a radius R2 centered on the center of swing (a) of the swing member 9 as seen in the direction of the camshaft when the valve is in a fully open state.

The rocker shaft 14 can be controlled in rotational angle position by a driving mechanism (not shown). The rocker shaft 14 in the midsection has an eccentric pin portion 14a formed to have smaller diameter than other portions and to be decentered radially outward from the center of the axis (b) of the rocker shaft 14. The eccentric pin portion 14a is received for free rotational movement in a retaining recess 10c formed on a intermediate arm portion 10b of the intermediate rocker 10, at the rear end.

The intermediate rocker 10 has a general configuration such that paired left and right intermediate arm portions 10b at the front ends are connected together by a rocker pin 10a extending in the direction of the camshaft, and fixed thereto, and a rocker roller 10d is rotatably supported on the rocker pin 10a. Incidentally, the front ends of the intermediate arm portions 10b may be connected together in engagement with the rocker pin 10a. The rocker roller 10d is in rotational contact with the lower surface of the swing cam surface 9b of the swing member 9, and the rocker pin 10a is in sliding contact with the upper surface of the pressurized rocker face 11b of the rocker arm 11.

A intermediate rocker moving mechanism is thus configured such that when the driving mechanism described above changes the rotational angle position of the rocker shaft 14, the intermediate rocker roller 10d and the intermediate rocker pin 10a of the intermediate rocker 10 move along the swing cam surface 9b and the pressurized rocker face 11b, respectively.

Here, when it is assumed that the distance from the straight line (A) which connects the center of swing (a) of the swing member 9 and the contact point (c) of the swing cam surface 9b and the intermediate rocker roller 10d, to the center of swing (b) of the rocker arm 11 is L_c , and the distance from the valve axis (B) to the center of swing (b) of the rocker arm 11 is L_v , a rocker lever ratio is determined by L_v/L_c , in which the amount of valve lift increases for greater lever ratio when the cam nose is positioned at the same height.

When the driving mechanism changes the rotational angle position of the rocker shaft 14, the intermediate rocker roller 10d and the intermediate rocker pin 10a of the intermediate rocker 10 move along the swing cam surface 9b and the pressurized rocker face 11b, respectively, so that valve opening and the amount of valve lift continuously change. Incidentally, the driving mechanism controls the rotational angle position of the rocker shaft 14 in accordance with accelerator pedal opening, for example, so that the valve opening and the amount of valve lift increase for larger accelerator pedal opening. More specifically, in a small opening state in which the valve opening duration is minimum and the maximum amount of lift is minimum, as shown in Fig. 1, for example, the rocker shaft 14 is rotationally driven so that the eccentric pin portion 14a is positioned farthest away from the swing cam surface 9b, and thus the contact point (c) of the rocker roller 10d with the swing cam surface 9b is positioned farthest away from the lift portion 9f. Since the contact point (c) is positioned nearest to the center of swing (b) of the rocker arm 11, namely, L_c becomes minimum, the rocker lever ratio (L_v/L_c) becomes maximum. The lift curve thus becomes the curve C1 of Fig. 5.

On the other hand, in a large opening state in which the valve

opening duration is maximum and the maximum amount of lift is maximum, as shown in Fig. 2, the rocker shaft 14 is rotationally driven so that the eccentric pin portion 14a is positioned nearest to the swing cam surface 9b, and thus the contact point (c') of the intermediate rocker roller 10d with the swing cam surface 9b is positioned nearest to the lift portion 9f, more specifically, in the vicinity of the boundary of the lift portion 9f and the base circle portion 9e. The rocker lever ratio (L_v/L_c) becomes minimum since the contact point (c') is positioned away from the center of swing (b) of the rocker arm 11, namely, L_c becomes maximum. The lift curve thus becomes the curve C3 of Fig. 5. The lift curve continuously changes from the curve C1 to the curve C3 of Fig. 6 as the valve changes from the small opening state to the large opening state.

Here, the curves C1' to C3' of Fig. 5 show lift curves in a comparative example when the rocker lever ratio is constant. More specifically, the device of the comparative example is set to have the same lift curve characteristics in the large opening state as with the device of the present invention, and a comparison is made in change of the amount of lift when the valve changes from the large opening state to the small opening state. As is clear from Fig. 5, in the case of the device of the comparative example with the constant rocker lever ratio, a drop in the amount of lift is greater than in this embodiment in which the rocker lever ratio increases for smaller opening state, when a comparison is made at the same valve opening.

Incidentally, in the lift curve of Fig. 5, the outside portion of the valve opening duration indicates the ramp zone which has a lift height corresponding to valve clearance. At the ramp zone, the valve does not open in a cold state due to valve clearance, while the valve slightly opens nearly at the end of the ramp zone in a hot operating state due to thermal expansion of the valve stem.

In this embodiment device, the swing member 9 swings in connection with the rotation of the camshaft 8. The swing cam surface 9b of the swing member 9 depresses the intermediate rocker roller 10d in connection with the swing of the swing member 9 to

cause the intermediate rocker member 10 to swing. The intermediate rocker pin 10a of the intermediate rocker member 10 drives the rocker arm 11 to swing. The rocker arm 11 drives the intake valve 3 to open and close.

When the rocker shaft 14 is rotationally moved, the contact point (c) of the intermediate rocker roller 10d of the intermediate rocker member 10 with the swing cam surface 9b, and the contact point of the intermediate rocker pin 10a of the intermediate rocker member 10 with the pressurized rocker face 11b continuously move, so that the valve opening duration and the maximum amount of valve lift can be continuously controlled.

Further, in this embodiment device, there is no change in phase of the valve lift curve between at large opening and at small opening, providing high versatility. More specifically, a common mechanism and a common component can be used for left and right banks of a V-engine, for example.

The rotational movement of the rocker shaft 14 is used to move the intermediate rocker member 10. This provides a very simple structure and results in increase in control accuracy of the valve opening duration and the maximum amount of lift.

To move the contact point (c) using the rotational movement of the rocker shaft 14, such a configuration is used that the rear end of the intermediate rocker member 10 is swingably connected to the eccentric pin portion 14a formed in the midsection of the rocker shaft 14. Therefore, when the rocker shaft 14 is rotationally moved, the intermediate rocker roller 10d and the intermediate rocker pin 10a continuously move along the swing cam surface 9b and the pressurized rocker face 11b, respectively, so that the valve opening duration and the amount of lift can continuously change with a very simple structure.

Further, the rocker shaft 14 as the center of swing of the rocker arm 11, and the eccentric pin portion 14a as the center of swing of the intermediate rocker member 10 are positioned adjacent to each other. This can significantly reduce the sliding amount of the intermediate rocker pin 10a of the intermediate rocker member 10 on the pressurized rocker face 11b of the rocker arm 11 in

connection with the opening and closing of the valve.

Further, in a large opening operating condition in which the valve opening duration is long and the maximum amount of valve lift is large, the intermediate rocker roller 10d and the intermediate rocker pin 10a of the intermediate rocker member 10 are moved opposite the rocker shaft, as shown in Fig. 2. Thus, the rocker lever ratio ($=Lv/Lc$) decreases, and the intake valve 3 is depressed generally at the immediate top. The bending moment which works on the rocker arm 11, therefore, decreases, resulting in increase in rigidity of an overall valve open/close mechanism.

Meanwhile, in a small opening operating condition in which the valve opening duration is short and the maximum amount of valve lift is small, the intermediate rocker roller 10d and the intermediate rocker pin 10a are moved toward the rocker shaft 14, as shown in Fig. 1. Thus, the rocker lever ratio ($=Lv/Lc$) increases, and the maximum amount of valve lift is easily obtained despite of the short valve opening duration (see the curves C1 and C1' of Fig. 5). This can effect reduction of pumping loss as well as improvement of combustion, prevent reduction in ramp speed as indicated in the valve lift curve, and improve controllability of valve open/close timing.

Further, the swing roller 9d to be depressed by the camshaft is provided in the space enclosed by straight lines which connect the center of swing (a) of the swing member 9 and the ends of the swing cam surface 9b, and the swing cam surface 9b, as seen in the direction of the camshaft. This can decrease the bending moment produced by the rotational force of the camshaft 8 on a support portion of the swing roller 9d, compared to when the swing roller is supported at an end of a separate arm, for example, as in the foregoing prior art, resulting in increase of rigidity of the swing member.

Furthermore, the balance spring 13 is provided for rotatably urging the swing member 9 in the direction that restricts the weight of the swing member 9 from working on the valve spring 6 which urges the valve in a closed state. Therefore, disposing the swing member 9 does not increase load on the valve spring 6. Thus, there is no

need to increase the spring load of the valve spring 6, thereby providing optimum follow-up characteristics of the valve at high engine speed.

Figs. 6 and 7 are explanatory drawings of a second embodiment according to the invention of Claim 4, in which similar parts are denoted by the same reference numerals as in Figs. 1 and 2. In the second embodiment, the camshaft 8 and the swing member 9 are arranged in symmetrical relation to the foregoing first embodiment with respect to the straight line (A).

More specifically, the camshaft 8 is arranged on the same side as the rocker shaft 14 of the rocker arm 11 with respect to the swing member 9. The swing member 9 is arranged such that the lift portion 9f is positioned on the rocker shaft 14 side, and as the intermediate rocker roller 10 and the intermediate rocker pin 10a are moved opposite the rocker shaft 14, as shown in Fig. 6, the opening duration of the intake valve 3 and the maximum amount of valve lift decrease, and the rocker lever ratio also decreases.

Also, as the intermediate rocker roller 10 and the intermediate rocker pin 10a are moved toward the rocker shaft 14, as shown in Fig. 7, the valve opening duration and the maximum amount of valve lift increase, and the rocker lever ratio also increases.

In such a manner as described, in the second embodiment, in a small opening operating condition in which the valve opening duration is short and the maximum amount of valve lift is small, the intermediate rocker roller 10d and the intermediate rocker pin 10a of the intermediate rocker member 10 are moved opposite the rocker shaft (see Fig. 6). Thus, the rocker lever ratio ($=Lv/Lc$) decreases, and the valve is depressed generally at the immediate top, and the rigidity of the overall valve open/close mechanism increases.

Meanwhile, in a large opening operating condition in which the valve opening duration is long and the maximum amount of valve lift is large, the intermediate rocker roller 10d and the intermediate rocker pin 10a are moved toward the rocker shaft 14 (see Fig. 7). Thus, the rocker lever ratio ($=Lv/Lc$) increases, and the optimum amount of lift is easily obtained.

Figs. 8 and 9 are explanatory drawings of a third embodiment of the present invention, in which similar parts are denoted by the same reference numerals as in Figs. 1 and 2.

The third embodiment is an example in which the camshaft is of a crankshaft type. More specifically, a crankshaft (camshaft) 18 is an integral component of a drive shaft 19a and a disk-like cam plate 19b disposed in the midsection of the drive shaft 19a to be decentered therefrom. The cam plate 19b is provided with a base end 20a of a plate-like connecting rod 20. The other end 20b of the connecting rod 20 is rotatably connected to the roller shaft 9c of the swing member 9.

In the third embodiment, when the drive shaft 19a is rotationally driven, the cam plate 19b is rotated centered on the center of the axis (d) of the drive shaft 19a. This causes the connecting rod 20 to swing the swing member 9, and the swinging movement of the swing member causes the rocker arm 11 to drive the intake valve 3 to open and close through the intermediate rocker member 10.

In the third embodiment, since the camshaft is of a crankshaft type; the swing member 9 is allowed to swing easily and reliably and provide good follow-up characteristics, and the valve opening duration and the amount of lift can be controlled with good accuracy. In addition, no balance spring is required.

Figs. 10 and 11 are explanatory drawings of a fourth embodiment of the present invention, in which similar parts are denoted by the same reference numerals as in Figs. 1 and 2.

The fourth embodiment is an example in which separate valve train devices 7, 7 are disposed for left and right intake valves 3, 3', respectively. More specifically, the valve train devices are configured such that: left and right cam noses 8c, 8c' of the intake camshaft 8 cause left and right swing members 9, 9' to swing, the swing members 9, 9' cause left and right rocker arms 11, 11' to swing through left and right intermediate rockers 10, 10', and the swing of the rocker arms 11, 11' causes the intake valves 3, 3' to proceed and retract in the axial direction, and thus intake valve openings 2b, 2b' are opened and closed.

In the fourth embodiment, the separate left and right valve train

devices 7, 7' are disposed. Therefore, appropriately changing the features of the left and right cam noses 8c, 8c', left and right swing cam surfaces 9b, 9b', and the left and right intermediate rockers 10, 10' allows operating the left and right intake valves 3, 3' at different timing or at the different amount of valve lift.

Fig. 12 is an explanatory drawing of a fifth embodiment of the present invention, in which similar parts are denoted by the same reference numerals as in Figs. 9 and 10. The fifth embodiment is an example in which the intermediate rocker roller 10d is depressed by the swing cam surface 9b of the swing member 9, a projecting depressing portion 10e is formed on the intermediate arm portion 10b at the side end to vertically overlap with the rocker arm 11, and the pressurized rocker face 11b of the rocker arm 11 is depressed by a depressing surface 10f formed on the lower end surface of the depressing portion 10e.

Incidentally, in this embodiment, the intermediate rocker 10 is connected to the rocker shaft 14 to be rotationally movable in a way such that the intermediate arm portion 10b of the intermediate rocker 10 is formed in a split manner at its rear end and attached to the eccentric pin portion 14a, and a retaining pin 10g is inserted in split sections to interpose the eccentric pin portion 14a.

In such a manner as described, the rocker arm 11 is depressed not directly by the intermediate rocker pin 10a but by the depressing surface 10f of a large radius of curvature formed on the intermediate rocker 10. This can reduce contact stress to the pressurized rocker face and reduce the number of parts.

Incidentally, in the foregoing embodiments, description has been made of the case in which the swing member 9 is supported on the swing shaft 12. The swing member 9, however, may be supported on a spherical pivot.

Description has also been made of the case in which the driving means for swinging the swing member 9 is the camshaft 8 or 18. The driving means, however, is not limited to the camshaft 8 but can be of a solenoid type, a cylinder type or any other type as long as it can swingably drive the swing member 9 at a speed in accordance with engine speed.

Industrial Applicability

According to the invention of Claim 1, when the swing member is swung by the driving means, the swing cam surface of the swing member swingably drives the rocker arm through the intermediate rocker member, and the rocker arm drives the valve to open and close. When the intermediate rocker moving mechanism causes the rocker shaft to rotationally move, the contact points of the intermediate rocker member with the swing cam surface and the pressurized rocker face continuously move, so that the valve opening duration and the maximum amount of lift can be continuously controlled.

The rotational movement of the rocker shaft is thus used to move the intermediate rocker member. This provides a very simple structure and results in increase in control accuracy of the valve opening duration and the maximum amount of lift.

According to the invention of Claim 2, the intermediate rocker roller and the intermediate rocker pin are arranged in the intermediate rocker member at the front end, and the rear end of the intermediate rocker member is swingably connected to the eccentric pin portion formed in the midsection of the rocker shaft. Therefore, when the rocker shaft is rotationally moved, the intermediate rocker roller and the intermediate rocker pin continuously move along the swing cam surface and the pressurized rocker face, respectively, so that the valve opening duration and the amount of valve lift can continuously change with a very simple structure.

Further, the rocker shaft as the center of swing of the rocker arm, and the eccentric pin portion as the center of swing of the intermediate rocker member are positioned adjacent to each other. This can significantly reduce the sliding amount of the intermediate rocker pin or the intermediate arm portion of the intermediate rocker member on the pressurized rocker face of the rocker arm in connection with the opening and closing of the valve.

According to the invention of Claim 3, the rotation of the camshaft causes the swing member to swing the rocker arm through the intermediate rocker member, so that the valve is driven to open

and close. As the intermediate rocker member is moved toward the rocker shaft, the valve opening duration and the maximum amount of valve lift decrease, and as the intermediate rocker member is moved opposite the rocker shaft, the valve opening duration and the maximum amount of valve lift increase.

In an operating condition in which the valve opening duration is long and the maximum amount of valve lift is large, the intermediate rocker roller and the intermediate rocker pin of the intermediate rocker member are moved opposite the rocker shaft. Thus, the rocker lever ratio ($=Lv/Lc$, where Lc is the distance from the center of swing of the rocker arm to the straight line which connects the intermediate rocker roller and the center of swing of the swing member and Lv is the distance from the center of swing of the rocker arm to the valve stem) decreases, and the valve is depressed generally at the immediate top. Therefore, the rigidity of the overall valve open/close mechanism increases.

Meanwhile, in an operating condition in which the valve opening duration is short and the maximum amount of valve lift is small, the intermediate rocker roller and the intermediate rocker pin are moved toward the rocker shaft. Thus, the rocker lever ratio ($=Lv/Lc$) increases, and the maximum amount of valve lift is easily obtained independently of the short valve opening duration. This can effect reduction of pumping loss as well as improvement of combustion, prevent reduction in ramp speed, and improve controllability of valve open/close timing.

According to the invention of Claim 4, the rotation of the camshaft causes the swing member to swing the rocker arm through the intermediate rocker member, so that the valve is driven to open and close. As the intermediate rocker member is moved opposite the rocker shaft, the valve opening duration and the maximum amount of valve lift decrease, and as the intermediate rocker member is moved toward the rocker shaft, the valve opening duration and the maximum amount of valve lift increase.

In an operating condition in which the valve opening duration is short and the maximum amount of valve lift is small, the intermediate rocker roller and the intermediate rocker pin of the

intermediate rocker member are moved opposite the rocker shaft. Thus, the rocker lever ratio ($=Lv/Lc$) decreases, and the valve is depressed generally at the immediate top, and the rigidity of the overall valve open/close mechanism increases.

Meanwhile, in an operating condition in which the valve opening duration is long and the maximum amount of valve lift is large, the intermediate rocker roller and the intermediate rocker pin are moved toward the rocker shaft. Thus, the rocker lever ratio ($=Lv/Lc$) increases, and the optimum amount of lift is easily obtained.

According to the invention of Claim 5, the swing roller to be depressed by the camshaft is provided in the space enclosed by straight lines which connect the center of swing of the swing member and the ends of the swing cam surface, and the swing cam surface. This can decrease the bending moment produced by the rotational force of the camshaft which works on a support portion of the swing roller, resulting in increase of rigidity of the swing member.

Incidentally, in the foregoing prior art, such a configuration is used that the swing roller is supported at an end of the arm. Thus, large bending moment works on the other end of the arm, which is inconvenient for securing rigidity.

According to the invention of Claim 6, the balance spring is provided for rotatably urging the swing member in the direction that restricts the weight of the swing member from working on the valve spring which urges the valve in a closed state. Therefore, disposing the swing member does not increase load on the valve spring. Thus, there is no need to increase the spring load of the valve spring, thereby providing optimum follow-up characteristics of the valve at high rpm, while preventing increase in loss of horsepower caused by the valve spring.

According to the invention of Claim 7, the camshaft is of a crankshaft type having the cam plate, and the cam plate and the swing member are connected together by the connecting rod. Therefore, the swing member can be driven to swing easily and reliably and provide good follow-up characteristics, and the control accuracy of the valve opening and the amount of valve lift

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can be improved.

Claims

1. A valve train device for an engine adapted to swing a rocker arm swingably supported on a rocker shaft to drive a valve which opens and closes a valve opening formed in a combustion chamber, the device comprising: a swing member swingably disposed and driven to swing by driving means; a intermediate rocker member provided between a swing cam surface formed on the swing member and a pressurized rocker face formed on the rocker arm, for transmitting the movement of the swing cam surface to the pressurized rocker face; and a intermediate rocker moving mechanism for causing the rocker shaft to rotate to move contact points of the intermediate rocker member with the swing cam surface and the pressurized rocker face, whereby valve opening duration and the amount of valve lift can be continuously controlled.
2. The valve train device for an engine according to Claim 1, wherein the intermediate rocker member has a intermediate rocker roller provided at the front end of a intermediate arm portion through a intermediate rocker pin, the intermediate rocker roller is depressed by the swing cam surface, and the intermediate rocker pin depresses the pressurized rocker face directly or through the intermediate arm portion, and wherein the intermediate rocker moving mechanism is configured such that the rocker shaft in the midsection has an eccentric pin portion formed to be decentered from the rocker shaft, the eccentric pin portion being connected to the swingable rear end of the intermediate arm portion.
3. The valve train device for an engine according to Claim 2, wherein the driving means is a camshaft disposed opposite the rocker shaft of the rocker arm with respect to the swing member, wherein the swing cam surface is made up of a base circle portion and a lift portion connected together, the base circle portion being adapted not to change the amount of valve lift when the swing member changes in swing angle, and the lift portion being adapted to increase the amount of valve lift with the increase of the swing

angle of the swing member, and the base circle portion is disposed to be positioned on the rocker shaft side, and wherein the valve opening duration and the maximum amount of valve lift decrease as the intermediate rocker roller and the intermediate rocker pin are moved toward the rocker shaft, while the valve opening duration and the maximum amount of valve lift increase as the intermediate rocker roller and the intermediate rocker pin are moved opposite the rocker shaft.

4. The valve train device for an engine according to Claim 2, wherein the driving means is a camshaft disposed on the same side as the rocker shaft of the rocker arm with respect to the swing member, wherein the swing cam surface is made up of a base circle portion and a lift portion connected together, the base circle portion being adapted not to change the amount of valve lift when the swing member changes in swing angle, and the lift portion being adapted to increase the amount of valve lift with the increase of the swing angle of the swing member, and the lift portion is disposed to be positioned on the rocker shaft side, and wherein the valve opening duration and the maximum amount of valve lift decrease as the intermediate rocker roller and the intermediate rocker pin are moved opposite the rocker shaft, while the valve opening duration and the maximum amount of valve lift increase as the intermediate rocker roller and the intermediate rocker pin are moved toward the rocker shaft.

5. The valve train device for an engine according to Claim 3 or 4, wherein a swing roller to be depressed by the camshaft is provided in the space enclosed by straight lines which connect the center of swing of the swing member and the ends of the swing cam surface, and the swing cam surface.

6. The valve train device for an engine according to any of Claims 3 through 5, comprising a balance spring for rotatably urging the swing member in the direction that restricts the weight of the swing member from working on a valve spring for urging the valve in a

closed state.

7. The valve train device for an engine according to any of Claims 3 through 5, wherein the camshaft is a crankshaft-type integral component of a drive shaft and a disk-like cam plate decentered from the drive shaft, and wherein the cam plate is connected to a rotatable end of a connecting rod, and the other end of the connecting rod is rotatably connected to the swing member.

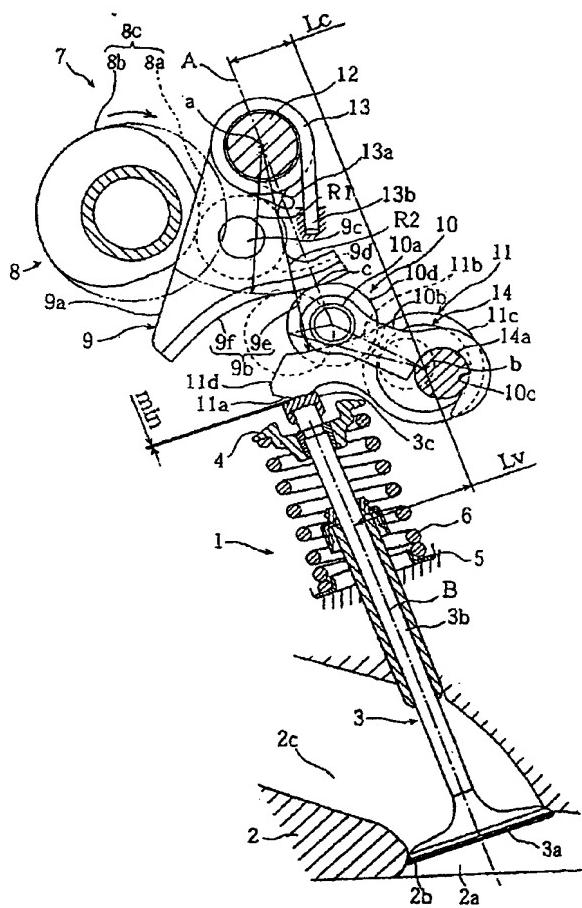


FIG. 1

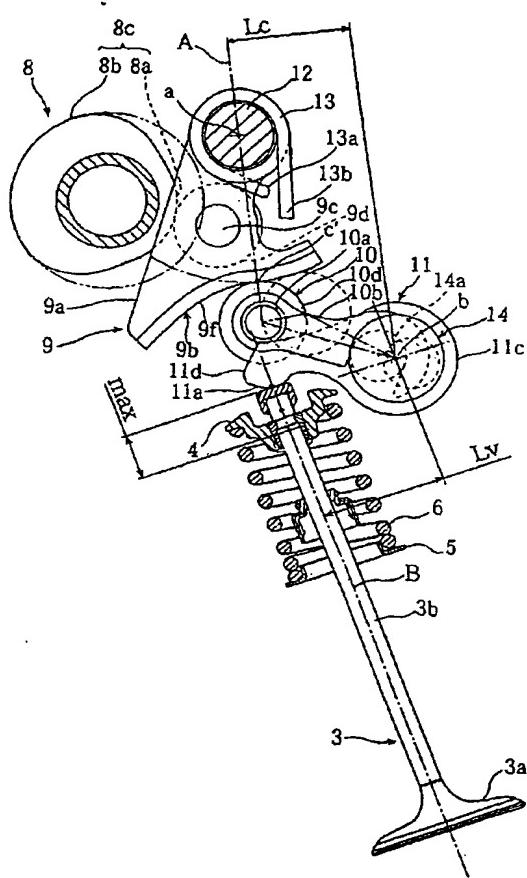


FIG. 2

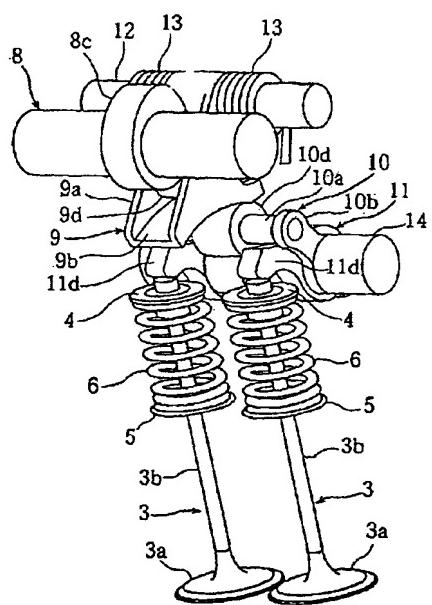


FIG. 3

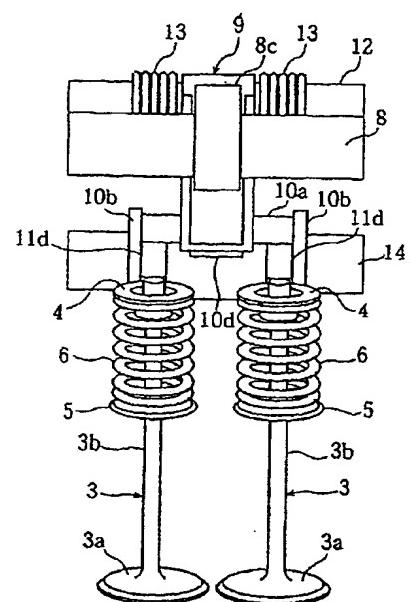


FIG. 4

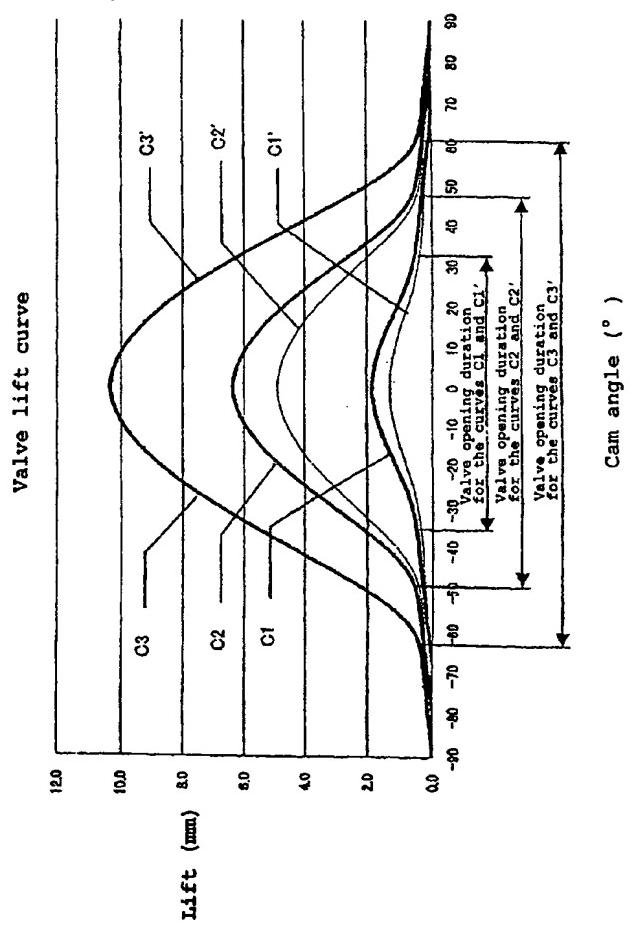


FIG. 5

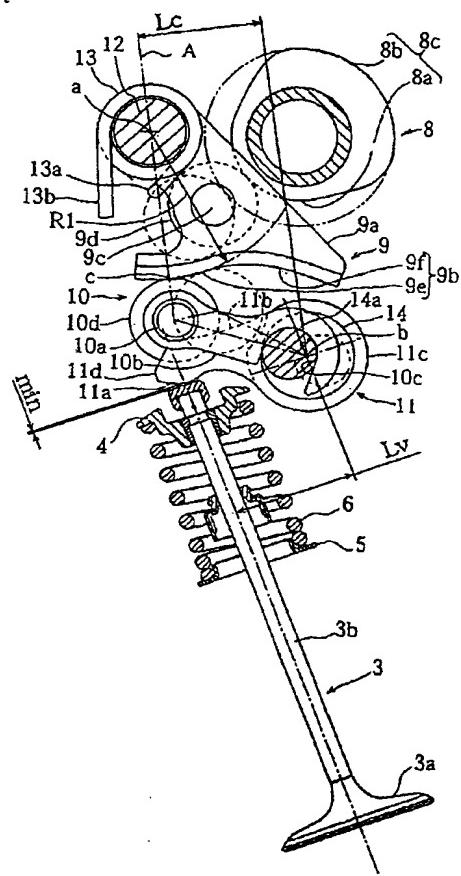


FIG. 6

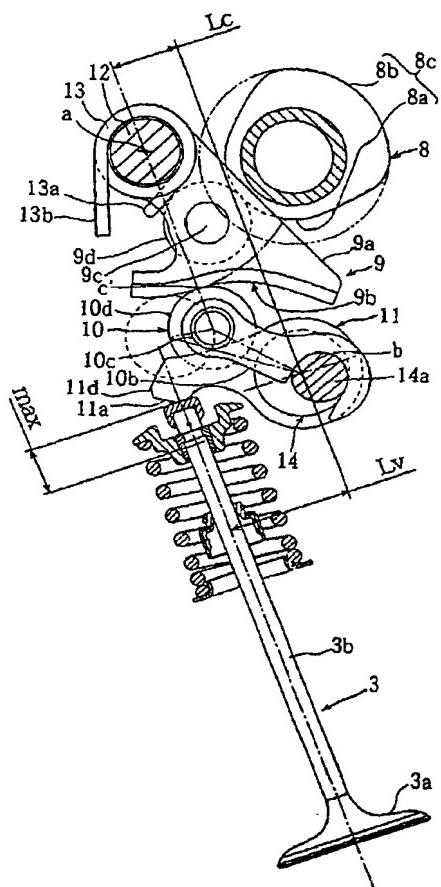


FIG. 7

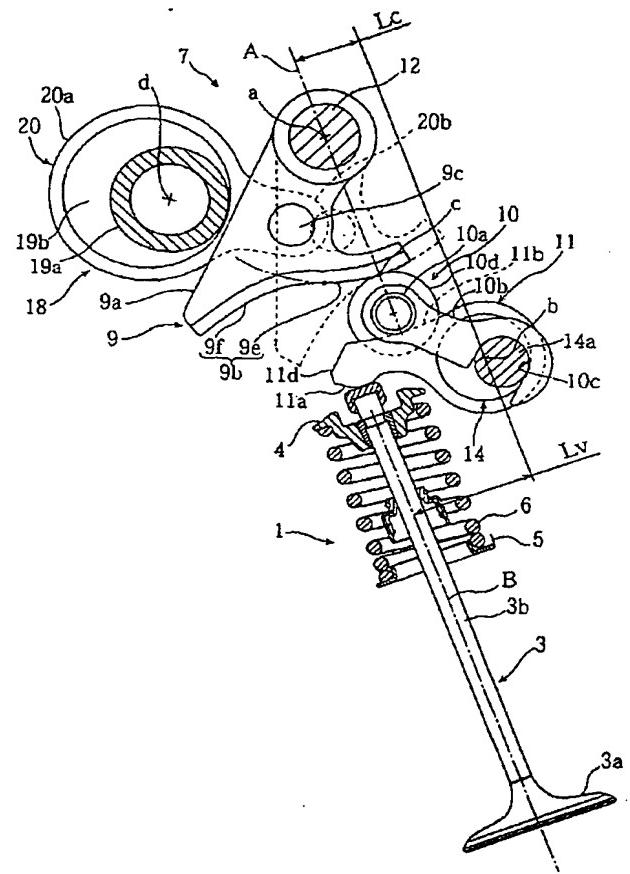


FIG. 8

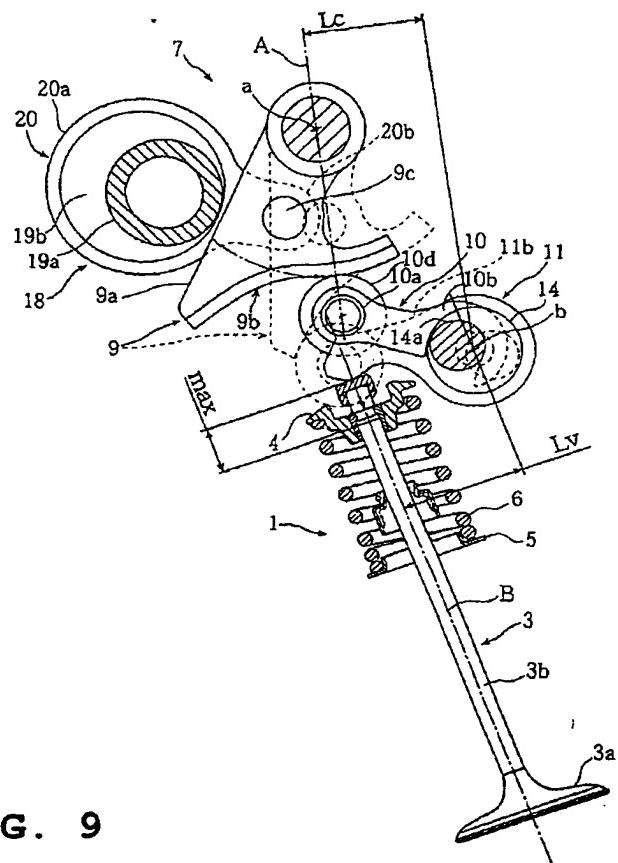


FIG. 9

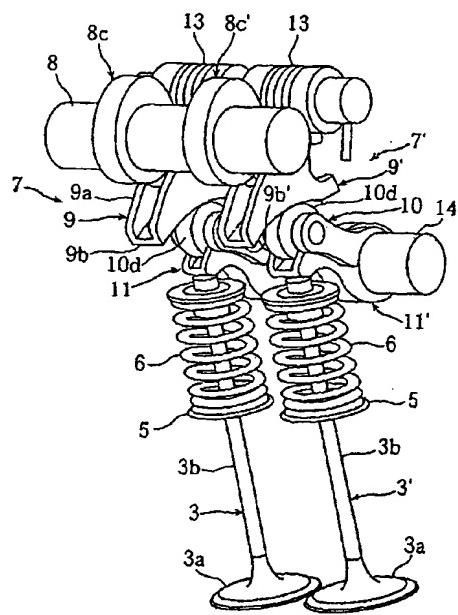


FIG. 10

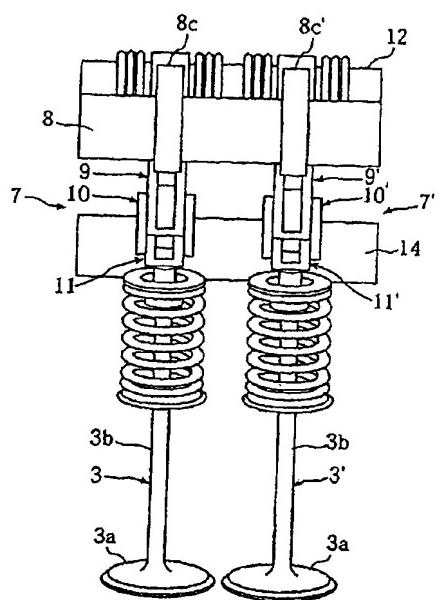


FIG. 11

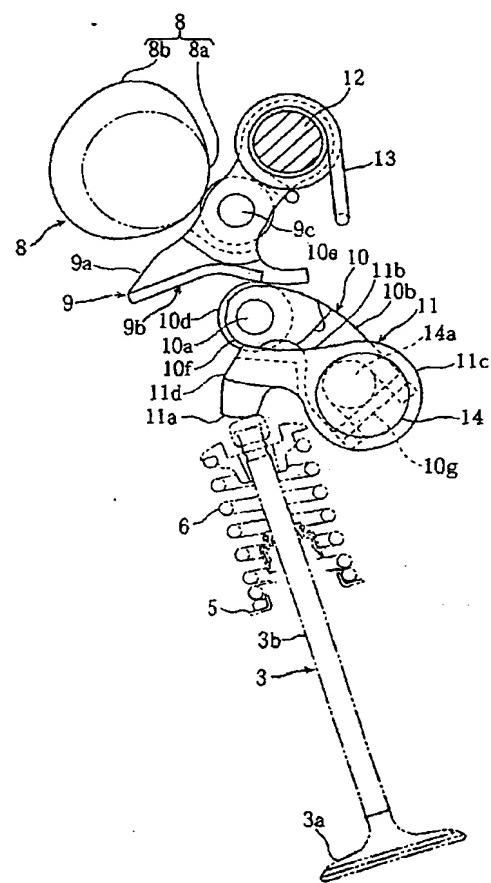


FIG. 12

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